

March 9.

## Today's Receipts.

Sch. Mary F. Curtis, LeHave Bank, 30,000 lbs. fresh fish.  
 Sch. Selma, Quero Bank, 23,000 lbs. halibut, 1000 lbs. salt cod.  
 Sch. Rushlight, Beals, Me., 800 qtls. cured fish.  
 Sch. Lillian, Southwest Harbor, Me., 800 qtls. cured fish.  
 Sch. Mertis H. Perry, shore.  
 Sch. Francis P. Mesquita, via Boston.  
 Sch. Catherine D. Enos, via Boston.

## Vessels Sailed.

Sch. Rob Roy, haddocking.  
 Sch. Georgie Campbell, salt banking.  
 Sch. John R. Bradley, salt banking.  
 Sch. Flora J. Sears, haddocking.  
 Sch. Stranger, haddocking.  
 Sch. Leo, haddocking.  
 Sch. Walter P. Goulart, haddocking.  
 Sch. Tecumseh, haddocking.  
 Sch. Emily Sears, haddocking.  
 Sch. Maud F. Sears, haddocking.  
 Sch. Mary E. Cooney, haddocking.  
 Sch. Paragon, halibuting.  
 Sch. Hockomock, haddocking.  
 Sch. Fannie E. Prescott, haddocking.  
 Sch. Teazer, halibuting.

## Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.  
 Bank halibut, 11c per lb for white and 9c for gray.  
 Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.  
 Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.00 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.  
 Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.  
 Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.  
 Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.  
 Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

## Fishing Fleet Movements.

Sch. William Keene, from Red Beach, for Boston or this port, was at Portland on Sunday.  
 Sch. Annie F. Kimball was at Portland on Saturday.  
 Sloop Magnolia of Provincetown is having a new rudder post put in on the Rocky Neck railways.  
 Sch. Frances P. Mesquita will now shift over from shore trawling and fit for double dory fishing on Georges.  
 Capt. Charles Carlson of sch. Selma reports speaking sch. Preceptor on the southeast part of Quero bank last Tuesday and on Wednesday sighted the salt banker Arethusia on The Peak, she being the only vessel there.  
 Schs. Corona and Tattler are on the Rocky Neck railways.  
 Sch. Mildred Robinson is having one of her pumps repaired.  
 Sch. Elmer E. Gray is at this port from Boston for a new jumbo and foresail.  
 Sch. Fannie E. Prescott is bending a new foresail and mainsail to replace those damaged in the recent bad weather.  
 Capt. Ormsby Seeley is here to fit sch. Bohemia for salt banking.  
 Capt. Clifford Vanamberg is fitting sch. Blanche for salt banking.  
 Sch. Dauntless, Capt. John Matheson, will fit for south seining this week, and be one of the early birds of the fleet to get away.  
 Schs. Avalon and Dauntless are on Parkhurst's railways.  
 Sch. Patrician is on Burnham's railways.  
 Sch. Veda M. McKown is bound home from New York, having had a quick discharge of her cargo of frozen herring, getting the fare out in five days.

## Boston Arrivals.

Sch. George E. Lane, Jr., 9000 haddock, 1500 cod.  
 Sch. Mabel Bryson, 6000 cod.  
 Sch. Aspinet, 2500 haddock, 1000 cod, 1000 hake.  
 Sch. Margaret Dillon, 4000 haddock, 3000 cod, 500 hake.  
 Sch. George H. Lube, 3500 haddock, 2000 cod, 2000 hake, 2000 cusk.  
 Sch. Lillian, 8500 cod.  
 Sch. Helen B. Thomas, 8000 haddock, 3000 cod, 1000 hake.  
 Sch. Washakie, 6500 haddock, 2000 cod.  
 Sch. Terra Nova, 45,000 haddock, 25,000 cod.  
 Haddock, \$1.75 to \$3.75 per cwt.; large cod, \$4.50 to \$5; market cod, \$3.50 to \$4.50; hake, \$4 to \$7; cusk, \$3.40; pollock, \$3.25.

## PORT OF GLOUCESTER.

## Arrived Today.

Sch. Red Jacket, Boston for Rockland.

## More Salt Bankers Sail.

Schs. Georgie Campbell and John R. Bradley of the salt bank trawling fleet will sail today, making seven, or over half of the whole fleet, to get away already.

The others to go are schs. Mabel D. Hines, Ella M. Goodwin, Senator Gardner, Orinoco, Blanche and Bohemia.

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## Portland Arrivals.

Schs. Fanny Reed, Bernie and Bessie and Etta B. with only a few fish, were at Portland Saturday.

There on Sunday for the Monday market were the following:

Sch. Rose.  
 Sch. Mary E. Sennett, 4000 pounds fresh fish.  
 Sch. Minerva, 3000 pounds fresh fish.  
 Steamer Elthier, 4000 pounds fresh fish.  
 Sloop Hobson, 3000 pounds fresh fish.  
 Sloop Pantooset, 2500 pounds fresh fish.

With the calm and pleasant weather of Sunday the Portland fishing fleet took advantage of the conditions outside and set their trawls with good results. The bad weather for the past week had kept the fishermen from going outside until Saturday when every vessel started out. As a result the various dealers' supplies were getting quite low, but Monday morning with the arrival of eight schooners, two sloops and a number of Hampton boats, over 50,000 lbs. of fish were landed at Commercial and Central wharves. After landing their fares the fishermen went to work immediately baiting up their trawls and taking supplies on board preparatory to returning to the fishing grounds late yesterday afternoon.

The following is the list of vessels and their respective fares:

Sch. Wesley W. Sinnet, 3000 lbs. fresh fish.  
 Sch. Bernie and Bessie, 7000 lbs. fresh fish.  
 Sch. Albert W. Black, 2000 lbs. fresh fish.  
 Sch. Albert D. Willard, 5000 lbs. fresh fish.  
 Sch. Fanny Hayden, 4000 lbs. fresh fish.  
 Sch. Robert and Carr, 5000 lbs. fresh fish.  
 Sch. Maud S., 2500 lbs. fresh fish.  
 Sch. Margie Turner, 12,000 lbs. fresh fish.  
 Sloop Defender, 2500 lbs. fresh fish.  
 Sloop Minerva, 3000 lbs. fresh fish.  
 Also several Hampton boats with an aggregate of 5000 pounds.

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## JAPANESE FISHERIES.

Some idea of the extent of the fishing industry as carried on by the Japanese will be gathered from the fact that in 1906 about 10 per cent. of the entire population, or 5,000,000 Japanese, were gaining a livelihood from this source. Engaged in the industry in that year were 74 steamers, 559 foreign-style sailing vessels, and nearly half a million boats up to 30 feet in length and over. The total value of the catch including all products of the sea was \$56,382,128. Due to the frail nature of many of the fishing boats used, casualties are frequent and the loss of life large. In the year mentioned 949 crafts were lost and 1230 lives. The fishing gear used is largely of the latest American models, and some of the kinds of fish caught are cod, suke-to, shark, tai, kurodai, hiramé, karei, king fish, horse mackerel, kumasa, dolphin, flying fish, samma, gray mullet, ayu, carp, eels, etc.

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## Marked Haddock.

Sch. Helen B. Thomas, the original knockabout, brought in a strangely marked haddock in her trip of fish at T wharf yesterday. The haddock weighs about seven pounds, and just back of the nose on its head was a large bunch about two inches high and three inches in diameter. The protuberance was a dull pink in color, and looked as if the fish had received a blow on that spot. It was taken from among the other fish and laid aside for show purposes.

## Halibut Sale.

The fare of sch. Selma, sold to the New England Fish Co. at 11 cents per pound for white and 8 cents for gray.

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Fitting out the Grampus.

Work on Her for Mackerel Trip Will Commence Next Week.

Will Collect Cod Eggs Now for the Ten-Pound Hatchery.

The work of fitting out the United States Fish Commission sch. Grampus for her mackerel research cruise will begin as soon after March 15 as possible. It was at first thought that the craft would get away in advance of the southern seining fleet, but obstacles have intervened, and it now looks as though she would go south just ahead of the bulk of the fleet.

Even at that it is thought that she will be out on the southern grounds in time to be of much service to the seiners and netters and to gather much material of value concerning the movements of the mackerel schools from the northern waters northward.

The Ten Pound Fish Hatchery is in great need of all the cod eggs it can get to keep along its valuable work of fish propagation and for this reason Capt. Hanson and the crew of the Grampus will be kept at the work of cod egg collecting, with the shore fleet off Plymouth, in the steamer Seven Brothers, until about March 15.

## The Cod Season Opened Poorly Over There This Year

and for that reason not as many eggs as usual were taken at the start. The season now over there has not been what was hoped for, and consequently the supply of cod eggs for the hatchery is behind last year, and short of what is needed. Therefore it was deemed wise and necessary to continue this work until the date above stated.

The Grampus is still in her winter quarters at East Gloucester, but as soon as Capt. Hanson and his crew are relieved from their cod egg collecting work, they will come here and immediately begin the work of fitting her out for the mackerel hunting cruise. Considerable of the gear, etc., judged necessary for use on the trip, has already been arranged for, so that it is thought that the craft will not be many days in getting ready. The delay has been unavoidable, but the Grampus has a long season ahead of her, and will be out south in time to do good work.

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## FACING PECULIAR CONDITIONS.

## Prohibition of Wines May Cause Duty of British Fish.

According to advices, the merchants of Spain and Portugal who trade with Newfoundland will ask that a duty be placed on all fish imported from the British colony, if the latter passes a prohibition measure shutting out the importation of wines. Public meetings have been held at Oporto and Cadiz by wine growers and strong resolutions passed urging the governments to pass a retaliatory measure. One-third of the total catch of Newfoundland fish is shipped to these countries, and is valued at a million and a half dollars annually.

Regarding this peculiar state of affairs the New York Fishing Gazette says editorially:

"The ancient colony of Newfoundland which is so often in a predicament, scents a new and grievous complication. It appears that a temperance wave is sweeping the island; and the people of Spain and Portugal, who are such liberal buyers of codfish, have caused it to be known that unless the Newfoundlanders show a greater tolerance of the festive Gambrinus, the boycott will be availed of. As the Trade Review says: If Spain and Portugal had no back doors and had to take our codfish willy-nilly, we might afford to smile at their threats; but, unfortunately for us, we have two powerful rivals in the field, viz., France and Norway, on whom we may count to be on the alert to fan the flame of resentment into a blaze fierce enough to drive us out of these markets."



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## First Seiner Will Start

To-Day.

## Southern Mackerel Fleet

## Will Comprise Between

55 and 60 vessels.

## Leaders get Started a

## Week Earlier Than last

Year.

The southern mackerel seining season can be said to officially open today, for although there have yet been no reports of fish off Cape Hatteras, still the first of the fleet to go in quest of the much desired fish, sch. Monarch, Capt. John F. Vautier, sails from here today for the southern fishing ground.

### Storm May Delay Sailing.

The fog and storm may hold back the sch. Monarch from leading of the south mackerel seining fleet today. Half decent weather is all that is needed for her to get away.

Sch. Electric Flash, Capt. William Bissert, is expected to sail the latter part of this week, and several others will get away next week, to be followed along the latter part of the month and the first of April by the bulk of the fleet.

Last season the southern seining fleet number about 50 sail, and this season bids fair to exceed that, for a conservative estimate makes the number at least 55 sail, and perhaps 60 may be reached before it is time to leave off Newport and go to the Cape Shore.

Last year, as this, sch. Monarch was the first to sail, getting away March 16, and followed a little later by sch. A. M. Nicholson, Capt. Solomon Jacobs. Thus the first vessels this season are about a week earlier than last in sailing for the southern grounds.

Much depends on the success or failure of this big fleet which will soon be cruising over the ground Five-Fathom bank lightship to Hatteras in search of the mackerel schools. A big season means considerable good clear money and also much encouragement for the rest of the season on the Cape Shore, Georges and other favorite spots. All are hoping for the best, but at the same time all realize that the biggest lottery in the fishing industry is the mackerel hunt, and that the southern part of the season's work coming at the opening of the season, is the most uncertain part of all.

Of course it is impossible to tell at this writing every craft that may go south, as circumstances later may alter the case, but as things stand at present, the fleet, according to owners and skippers, will be made up about as follows:

Sch. Mary E. Harty, Capt. Reuben Cameron.

Sch. Clintonia, Capt. Ralph Webber.

Sch. Constellation, Capt. Thaddeus Morgan.

Sch. Marguerite Haskins, Capt. Benjamin McGray.

Sch. Oriole, Capt. Peter Tobin.

Sch. Grayling, Capt. Joseph Smith.

Sch. Esperanto, Capt. Charles Maguire.

Sch. Avalon, Capt. Ambrose Fleet.

Sch. Priscilla Smith, Capt. William J. Corkum.

Sch. Benjamin A. Smith, Capt. Solomon Jacobs.

Sch. Ralph L. Hall, Capt. Frank H. Hall.

Sch. Diana, Capt. James McLean.

Sch. Patrician, Capt. C. Wesley Farmer.

Sch. George Parker, Capt. Joseph E. Graham.

Sch. Speculator, Capt. Rufus McKay.

Sch. Romance, Capt. William Corkum.

Sch. Hattie Graham, Capt. William Foley.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley.

Sch. Slade Gorton, Capt. George E. Heckman.

Sch. Lucania, Capt. Martin L. Welch.

Sch. Cynthia, Capt. Geoffrey Thomas.

Sch. Arcadia, Capt. Lemuel Firth.

Sch. Monarch, Capt. John F. Vautier.

Sch. Pinta, Capt. Douglass McLean.

Sch. Judique, Capt. Gourley Anderson.

Sch. Effie M. Prior, Capt. Elroy Prior.

Sch. Arthur James, Capt. Archibald Devine.

Sch. Hattie A. Heckman, Capt. Lewis Garritt.

Sch. Electric Flash, Capt. William Bissert.

Sch. Saladin, Capt. John A. McKinnon.

Sch. Ingomar, Capt. Wallace Parsons.

Sch. Corona, Capt. Charles Doucette.

Sch. Aloha, Capt. John McInnis.

Sch. Dauntless, Capt. John Matheson.

Sch. Victor, Capt. John W. McFarland.

Sch. Veda M. McKown, Capt. Norman A. Ross.

Sch. Rex, Capt. ———.

Sch. Lena and Maud, Capt. John Grady.

Sch. Annie Greenlaw, Capt. ———.

Besides these Capt. Augustus G. Hall will go in some vessel and Gardner & Parsons will probably send some or all of their fleet of four vessels.

Capt. Benjamin A. Spurling and Capt. G. Melville McClain will both be here this week from Pensacola, Florida, and will probably have southern seining commands.

Quite a number of Boston vessels will also go to form part of the southern fleet. As far as can be ascertained, they are:

Sch. Fanny E. Prescott, Capt. Thomas Downey.

Sch. Squanto, Capt. John S. Seavey.

Sch. Morning Star, Capt. Freeman Decker.

Sch. Tartar, Capt. Thomas Somers.

Sch. Indiana, Capt. Almon D. Malloch.

Sch. Shenandoah, Capt. James G. Gannon.

Sch. Margaret Dillon, Capt. Richard Tobin.

Sch. Nellie Dixon, Capt. James Ellis.

Sch. Arthur Binney, Capt. ———.

Sch. Thomas A. Cromwell, Capt. Frank Cahoon.

Sch. Pontiac, Capt. Enos Nicker-son.

It is understood that Capt. Thomas A. Cromwell may also go later in some vessel.

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## SALT STEAMER ARRIVED.

### Had Good Passage from Trapani Despite Blowy Weather.

The British steamer Mariner arrived here late yesterday afternoon from Trapani with 3200 tons of salt consigned to Gorton-Pew Fisheries Co.

The captain reports blowy weather about all the way over but the craft has come in 25 days which is a fair passage for this season of the year. The craft was here two years ago this month with a cargo of similar size. She sustained no damage.

Pilot Miller will bring the salt steamer Mariner up to the "Deep Hole" in the inner harbor at high water today.

## PORT OF GLOUCESTER.

### Arrived Today.

Br. Steamer Mariner, Trapani, salt for Gorton-Pew Fisheries Co.

### Australian Steam Trawler Wrecked.

The New York Fishing Gazette's English correspondent writes that the proposed industry of trawling for sea-fish off the coast of south Australia has had a most inauspicious commencement, for the trawler was wrecked on her first trip. The steam trawler Ellen sailed from Glenelg in Victoria, on December 10, with Captain Newlands and five west of Scotland fishermen. The pilot was A. McMillan, of Sydney, New South Wales. When at sea, near Cape Lewis lighthouse, the wind shifted suddenly and came on to blow in terrific squalls, with a very heavy sea. The boat was unable to make headway, and eventually drifted ashore on Morgan's beach. No lives were lost, as the captain and crew managed to get ashore and make their way to Delaware, about sixty miles from Adelaide. The vessel with all her costly nets and gear are reported to be a total loss; and as they may have to be replaced from Scotland some time will elapse before the experiments can be renewed.

# OFF SHORE FLEET HOLDING OFF.

## Waiting for Codfish School to Strike on Banks.

That the off shore haddock fleet is finding fish scarce on Georges and probably holding off for the codfish to strike is seen by the fact that out of a fleet of 30 vessels at T wharf, Boston, today, with fresh fish fares, not one of them is from the off shore grounds Yesterday but one off shore vessel arrived, the only one that has reached T wharf since last Friday, which is quite an unusual record for that fish pier. Only one off shore arrival in five days is certainly showing strongly that the big fellows are up against it.

The shore boats continue to find fish scarce and the fishing very spotty. About all the fleet got a set yesterday. Some got nothing, others a few, but not enough to go to market with, while 30 out of the bunch dragged up from two or three thousand up to 15,000 pounds and are at T wharf this morning.

Schs. Evelyn L. Thompson and Belbina P. Domingoes have 15,000 pounds each and are top liners. Other good fares there today are sch. Ida M. Silva, 9000 pounds, sch. Edith Silveria, 9000 pounds, sch. Olive F. Hutchins, 10,000 pounds, sch. Emily Cooney, 11,000 pounds, sch. Elizabeth W. Nunan, 12,000 pounds, and sch. Elya L. Spurling, 11,000 pounds.

The whole fleet there today will barely squeeze out 200,000 pounds, but prices are good and all will fare well for what fish they have. Haddock are \$3.85 to \$3.90, cod \$4 to \$5.50, hake \$4 to \$6 and cusk \$3.

There are no arrivals with fish at this port today, and as it is foggy and almost a flat calm none are looked for, although several off shore vessels are due.

Fish on the shore have become scarce just as the T wharf dealers were congratulating themselves on being able to build up business again. The big trips that were brought to T wharf last week are not being duplicated this week. Just where the fish have gone is not known, and the fishermen are trying the grounds farther from the shore than the places where they found them last week.

It is one of the peculiarities of ground fish to slip off from one place to another in this way, and the fishermen say they are "lost." It will not be long, however, before they are found again, and then there will be several months of plenty before the fish get "lost" again.

To show how scarce fish really are, it is only necessary to cite that of the big Provincetown market fleet, which fishes down back of Cape Cod, but one craft, sch. Matchless, has been to Boston this week. They have had three days fishing and have not got enough to come with. Sch. Matchless only had 8500 pounds.

## BEING FITTED WITH POWER.

### Sch. Catherine D. Enos Expected to Be Fastest of Fleet.

Sch. Catherine D. Enos, Capt. Antoine Enos, is to be fitted with auxiliary power, and bids fair to be the fastest craft of the fishing fleet, as far as her moving under her gasoline engine is concerned.

The craft is now in port, and the work of installing the engine will begin at once. The engine is of 60 horse power and was originally intended for a large yacht. It is compact, and the captain is guaranteed that his craft will be able to make 10 knots an hour in any kind of a fair chance. It is the largest engine yet put into any of the small market boats.

It is understood that the crack down-east market fisherman Hockomock, which has been landing her fares at Boston lately, is also to be fitted with gasoline auxiliary power.

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## French Fishermen.

The steamer California, of the Compagnie Generale Transatlantique, will go to St. Pierre, Miq., the latter part of this month with 900 St. Malo fishermen, who are to ship on the St. Pierre vessels. It is expected that the St. Pierre fleet on the banks this year will contain 45 schooners.



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## Western Halibut.

At Fulton Market, New York, western white halibut during the early part of last week sold at 10 to 11 cents per pound. On Thursday a carload of western white halibut reached the market from Vancouver, B. C., being shipped by the New England Fish Company. There were 50 boxes in all, divided up among ten of the standholders. The price of the fresh stock was 13 to 14 cents per pound.

Four cars of Pacific halibut arrived at Boston yesterday.

## Fishing Sloop Ashore.

The fishing sloop Bennie of Portland, which went ashore Friday morning on the south side of Long Island, was pulled off late Saturday night by the tug Lottie and May, and has been docked at the marine railway, South Portland, for repairs. An examination of the hull showed that most of the keel was knocked off and that the garboard strakes and some of the planking was damaged. Repairs will be quickly made and she will be in commission again in a few days.

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## Fishing Facts and Fancies.

The United Salt Fish Salesmen's Association of New York City, was incorporated in Albany, N. Y., last week, by Jacob Seltzerman, Morris Drexler, Morris Hoffman, Morris Rudman and Max Siegel, of Brooklyn.

Matthew Ellison, Judge J. C. Pearson, C. H. Shutt and other capitalists of Aberdeen, Wash., are endeavoring to float a company to engage in deep sea fishing. A capital of \$50,000 is proposed for the erection of warehouses and wharves so that the product can be easily handled and shipped in cold storage cars to the eastern market.

The Leidheiser Bros. Fish Co., of Vermillion, O., has been incorporated with a capital of \$25,000. The incorporators are H. J. Schiller, A. K. Weir, Clara Horn, A. Tullan and C. W. Shaw.

The Driscoll Fish Company of Vermillion, Ohio, has been incorporated with a capital of \$25,000.

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## Today's Receipts.

Sch. Walter P. Goulart, shore.

## Vessels Sailed.

No sailings today.

## Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 11c per lb for white and 8c for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large \$1.65; mediums, \$1.40; Eastern cod, large \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring, for bait, \$2.00 to \$2.50 per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

## Fishing Fleet Movements.

Capt. Stillman Hipson is fitting sch. Thalia for Georges handlining.

The fishing steamer Pet, which has been hauled up at Boothbay harbor some time, came to Portland Monday and will leave for this port soon preparatory to resuming fishing.

Sch. Emerald, Capt. Albert Greenlaw, has had a new mainmast stepped, and is now fitting out for shore trawling.

Sch. Patrician has had a new rudder post put in on Burnham's railways.

Sch. Veda M. McKown, which took out her cargo of frozen herring, arrived home this morning. She will go on the railways to slick up and then Capt. Norman A. Ross will fit her for south mackerel seining.

Sch. Speculator is on Burnham's railways.

## Boston.

Sch. Genesta, 3500 haddock, 1500 cod.

Sch. Matchless, 6000 haddock, 1500 cod, 1000 pollock.

Sch. Valentinna, 5000 haddock, 1500 cod.

Sch. A. C. Newhall, 3500 cod.

Sch. Hockomock.

Sch. Nettie, 1400 cod.

Sch. Reliance, 2500 haddock, 500 cod.

Sch. Marion, 2000 cod.

Sch. Hope, 6000 haddock, 800 cod.

Sch. Emily Sears, 1000 haddock, 100 cod.

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Sch. Rena, A. Percy, 3000 haddock, 800 cod.

Sch. Mary Edith, 5000 haddock, 2000 cod.

Sch. Freedom, 2000 cod.

Sch. Juniata, 7500 haddock, 500 cod.

Sch. Manomet, 3000 haddock, 2000 cod.

Sch. Cherokee, 4000 cod.

Sch. Ida M. Silva, 7000 haddock, 2000 cod.

Sch. Priscilla, 8000 cod.

Sch. Stranger, 3500 haddock, 500 cod, 1000 pollock.

Sch. Edith Silveira, 8000 haddock, 1000 cod.

Sch. Evelyn L. Thompson, 13,000 haddock, 1000 cod, 1000 hake.

Sch. Olive F. Hutchins, 10,00 haddock.

Sch. Emily Cooney, 10,000 haddock, 1000 cod.

Sch. Florida, 3500 haddock, 500 cod.

Sch. Elizabeth W. Nunan, 10,000 haddock, 1000 cod, 1000 hake.

Sch. Yankee, 5000 haddock, 1000 cod.

Sch. Joseph H. Cromwell, 7000 haddock, 1500 cod.

Sch. Elva L. Spurling, 11,000 cod.

Sch. Laura Enos, 1000 cod.

Sch. Belbina P. Domingoes, 12,000 haddock, 1000 cod, 2000 hake.

Haddock, \$3.85 to \$3.90 per cwt.; large cod, \$5.25 to \$5.50; market cod, \$4.00; hake, \$4.00 to \$6.00; cusk, \$3.00.

## Portland Arrivals.

The following additional fresh fish fares were at Portland Monday:

Steamer Elthier, 6000 pounds.

Schs. Gladys, 2000 pounds.

Sch. Maud S., 2500 pounds.

Sch. Crusader, 3000 pounds.

## PROHIBITED NETS.

Bill For Their Use in Barnstable Bay Defeated By Legislature.

In the house of representatives yesterday the bill to permit the use of nets in Barnstable waters was decisively defeated by a vote of 64 to 19. It was argued that the passing of the bill would be breaking down the policy of the state of protecting the fish in Buzzard's Bay.

Gifford of Westport defended the bill saying it was in the interest of the fishermen of the state and Crocker of Brewster thought the Massachusetts citizens should get the benefit of its own breeding grounds.

Representative Pattison argued that the bill was in the interest of aliens and but an entering wedge to open up the whole bay.

Holman of Attleboro quoted eminent authorities as saying that Buzzards Bay is the greatest breeding ground for fish on the Atlantic seaboard, but the bill would permit the placing of a net across the mouth of the bay. He had petitions signed by 2774 residents near the bay and by 800 fishermen of New Bedford protesting against the bill.

## Frozen Smelts.

An unexpected invoice of frozen smelts was received at Boston yesterday morning from the provinces and quickly taken up by the trade. Frozen smelts and frozen mackerel will soon be out of the market, and the stock of ground fish in the cold storage warehouses will be well cut into if the lost ground fish are not soon found, as the demand for fish has increased greatly.

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## Protest Anti-Torching

## Bill.

## Municipal Council Adopted

## Resolution at Special

## Meeting.

A special meeting of the municipal council was held at 5 o'clock yesterday afternoon when a resolution by Alderman Stoddart was unanimously adopted, strongly protesting against the anti torching bill.

The resolution is as follows:

Whereas, a bill has been introduced in the legislature to prohibit or regulate the taking of herring and other fish by means of artificial light in the waters of Salem bay and vicinity

Be it resolved that this board is strongly opposed to the passage of such a bill, believing it would be a great detriment to the fishing industries of this city.

And be it further resolved that a copy of this resolution be sent to the senator and the representative from this district.

March 11.

ELECTRIC FLASH  
FIRST SEINER.Sailed South for Mackerel  
This Forenoon.

Sch. Monarch did not get away first for south mackerel seining after all, for this forenoon sch. Electric Flash, Capt. William Bissert, spread her white sails and went smoking out of the harbor, the first of the fleet, of which so much is hoped.

Sch. Monarch has been ready for two days, but was first delayed by having to put in a new exhaust pipe for her engine, and yesterday the storm and fog held her at her wharf.

Sch. Electric Flash finished up her fitting and being afloat this morning, while the Monarch was aground in her berth at her wharf, went off with a lead of a few hours, for the sch. Monarch will sail as soon as she floats after dinner.

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## HAD LOCAL CARGO

Massachusetts Aground With  
Fish for Porto Rico.

The steamer Massachusetts, owned by the New York, New Haven & Hartford Railroad Company, and bound from Boston to New York, grounded early today near Cedar Tree Neck, Vineyard Sound, while groping her way through the thick fog.

She struck heavily on the rocky bottom and her forward compartment was leaking badly. The weather was calm, however, and the sea smooth, and she was in no immediate danger of going to pieces.

The Massachusetts carried a general cargo of freight and no passengers. The Scott Wrecking Company of New London, Conn., was notified of her position, and immediately dispatched tugs to the assistance of the vessel.

The Massachusetts when she left Tuesday evening had a large consignment of fish, which was shipped from Gloucester and was in transit to Porto Rico.

March 11.

## Only Two Trips Here for Six Days.

"No arrivals" is the story here again this morning, so that two fishing arrivals with fares is the record at this port for the past six days.

This is indeed dull music in the fish line and shows that not only must the fleet off shore be finding fish scarce but that they must also be up against hard weather. True both are generally looked for at this season of the year yet not to such an extent as now appears to be the case. Fishing arrivals are unusually scarce and but for the activity around the wharves in fitting out seiners, salt bankers etc., the harbor would be a pretty dull spot.

Fishermen and owners too are used to these dull spells, however, and expecting them every so often in the run of the year, take them as a matter of course, always looking ahead for the better times, the bigger trips and the more plentiful arrivals they know are sure to come. It takes more than a week with few or no arrivals to jar them. "Dry picking" they call it and let it go at that.

## Shark Attacked a Liner.

The Orient Royal Mail liner Oroya, which arrived at Plymouth from Australia, reported that in the Red Sea, she collided with a shark 25 feet in length. The shark was impaled on her bows, and the vessel was obliged to go astern in order to release herself. Despite the gaping wound in the creature's side, it rushed fiercely at the liner immediately it was freed, dashing itself against the vessel's side with wide-opened jaws.